

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB03D

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF CINCINNATI CODE # 061-15000

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 9 / 17 / 99

CONTACT: MARK BELCIK PHONE # 513-352-5285 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX: (513) 352-1581 E-MAIL _____

PROJECT NAME: RED BANK ROAD RECONSTRUCTION

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 502,700
☐ 2. Loan \$ _____
☐ 3. Loan Assistance\$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,005,400 FUNDING REQUESTED: \$ 502,700

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 502,700.00 LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program ☐ Small Government Program
☐ Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: _____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: _____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

Force Account
Dollars

TOTAL DOLLARS

a.)	Basic Engineering Services:	\$ <u> .00</u>	<u> </u>
	Preliminary Design	\$ <u> </u>	
	Final Design	\$ <u> </u>	
	Bidding	\$ <u> </u>	
	Construction Phase	\$ <u> </u>	
	Additional Engineering Services	\$ <u> .00</u>	<u> </u>
	*Identify services and costs below.		
b.)	Acquisition Expenses:		
	Land and/or Right of Way	\$ <u> .00</u>	<u> </u>
c.)	Construction Costs:	\$ <u> 914,000.00</u>	<u> </u>
d.)	Equipment Purchased Directly:	\$ <u> .00</u>	
e.)	Permits, Advertising, Legal:	\$ <u> .00</u>	
	(Or Interest Costs for Loan Assistance Applications Only)		
f.)	Construction Contingencies:	\$ <u> 91,400.00</u>	
g.)	TOTAL ESTIMATED COSTS:	\$ <u> 1,005,400.00</u>	

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	<u> </u>
b.) Local Revenues	\$ <u>502,700.00</u>	<u>50</u>
c.) Other Public Revenues		
ODOT	\$ <u> .00</u>	<u> </u>
Rural Development	\$ <u> .00</u>	<u> </u>
OEPA	\$ <u> .00</u>	<u> </u>
OWDA	\$ <u> .00</u>	<u> </u>
CDBG	\$ <u> .00</u>	<u> </u>
OTHER <u> </u>	\$ <u> .00</u>	<u> </u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>502,700.00</u>	<u>50</u>
d.) OPWC Funds		
1. Grant	\$ <u>502,700.00</u>	<u>50</u>
2. Loan	\$ <u> .00</u>	<u> </u>
3. Loan Assistance	\$ <u> .00</u>	<u> </u>
SUBTOTAL OPWC FUNDS:	\$ <u>502,700.00</u>	<u>50</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>1,005,400.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:

STATUS: (Check one)

Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Red Bank Road Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Red Bank Road from Woodford Road to Zinsle Avenue
(see attached map)

PROJECT ZIP CODE: 45232

B: PROJECT COMPONENTS:

Rebuild unimproved street by removing deteriorated pavement and base, install new storm drainage facilities, curb, sidewalk, asphalt base and asphalt surface.

C: PHYSICAL DIMENSIONS:

Roadway is 2 lanes, 24 feet in width and 2300 feet in length.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Road or Bridge: Current ADT 3,740 Year: 1999 Projected ADT: N/C Year: N/C

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 1,005,400

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ _____

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>6 / 1 / 97</u>	<u>8 / 30 / 00</u>
4.2 Bid Advertisement and Award:	<u>8 / 30 / 00</u>	<u>11 / 30 / 00</u>
4.3 Construction:	<u>12 / 30 / 00</u>	<u>6 / 30 / 02</u>
4.4 Right-of-Way/Land Acquisition:	<u>/ /</u>	<u>/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1	CHIEF EXECUTIVE OFFICER	<u>John F. Shirey</u>
	TITLE	<u>City Manager</u>
	STREET	<u>Room 152, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352 - 3241</u>
	FAX	<u>() -</u>
	E-MAIL	<u></u>
5.2	CHIEF FINANCIAL OFFICER	<u>Timothy H. Riordan</u>
	TITLE	<u>Finance Director</u>
	STREET	<u>Room 250, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352 - 3731</u>
	FAX	<u>() -</u>
	E-MAIL	<u></u>
5.3	PROJECT MANAGER	<u>Jay Gala</u>
	TITLE	<u>Principal Construction Engineer</u>
	STREET	<u>Room 415, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352 - 3423</u>
	FAX	<u>(513) 352 - 1581</u>
	E-MAIL	<u></u>

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [Y/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [Y/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

RICHARD MENDES

DEPUTY CITY MANAGER

Certifying Representative (Type or Print Name and Title)

Original Signature/Date Signed

City of Cincinnati



Department of Public Works
Division of Engineering

Room 445, City Hall
801 Plum Street
Cincinnati, Ohio 45202

Joseph S. Charlton
Acting Director

Prem Garg, P.E.
City Engineer

Robert H. Richardson, AIA
City Architect


September 17, 1999

**Subject: Red Bank Road Reconstruction
Certification of Useful Life**

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least thirty (30) years.



(Seal)


**Prem Garg, P.E.
City Engineer
City of Cincinnati**

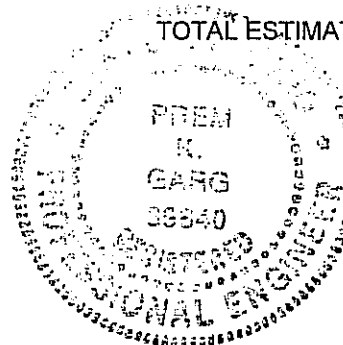
2000 SCIP
Red Bank Road Improvement

Ref. No.	Spec. No.	Items	Estimated Quantity	Unit Cost	Estimated Cost
1	103.05	Contract Bond	Lump Sum	\$30,000.00	\$30,000.00
2	Special	Connection Pipe Cleaned	100 l.f.	\$10.00	\$1,000.00
3	Special	Reestablish 3 Inch Downspout Connections	5 ea.	\$800.00	\$4,000.00
4	202	Rigid Pavement Removed	300 s.y.	\$20.00	\$6,000.00
5	202	Wearing Course Removed	210 s.y.	\$20.00	\$4,200.00
6	202	Inlets Removed	5 ea.	\$349.00	\$1,745.00
7	203	Embankment	1,000 c.y.	\$26.00	\$26,000.00
8	203	Excavation Not Including Embankment Construc	6,500 c.y.	\$30.00	\$195,000.00
9	203	Subgrade Compaction	7,000 s.y.	\$1.00	\$7,000.00
10	203	Proof Rolling	3 hr.	\$115.00	\$345.00
11	205	Special Fill Material	280 tons	\$15.00	\$4,200.00
12	301	Bituminous Aggregate Base	2,100 c.y.	\$95.00	\$199,500.00
13	304	Aggregate Base	1,300 c.y.	\$35.00	\$45,500.00
14	448	Asphalt Concrete Intermediate Course, Type 1	375 c.y.	\$90.00	\$33,750.00
15	448	Asphalt Concrete Surface Course, Type 1	375 c.y.	\$90.00	\$33,750.00
16	603	12 Inch Conduit, Type H, Class III	110 l.f.	\$65.00	\$7,150.00
17	603	24 Inch Conduit, Type H, Class III	55 l.f.	\$200.00	\$11,000.00
18	603	36 Inch Conduit, Type H, Class III	140 l.f.	\$210.00	\$29,400.00
19	604	Double Gutter Inlet (DGI)	6 ea.	\$2,100.00	\$12,600.00
20	604	Double Gutter Inlet Manhole (DGIMH)	3 ea.	\$2,400.00	\$7,200.00
21	604	Combination Inlet (CI)	2 ea.	\$2,000.00	\$4,000.00
22	604	Ditch Inlet (DI)	1 ea.	\$1,200.00	\$1,200.00
23	604	Manholes Adjusted to Grade Without Adjusting R	13 ea.	\$300.00	\$3,900.00
24	604	Manhole Reconstructed to Grade	1 ea.	\$600.00	\$600.00
25	608	5 Inch Concrete Walk	7500 s.f.	\$4.00	\$30,000.00
26	608	Curb Ramp	13 ea.	\$220.00	\$2,860.00
27	609	Concrete Combined Curb and Gutter, Type R-2	1000 l.f.	\$20.00	\$20,000.00
28	609	Concrete Combined Curb and Gutter, Type P-4	4000 l.f.	\$25.00	\$100,000.00
29	614	Maintenance of Traffic	Lump Sum	\$20,000.00	\$20,000.00
30	619	Field Office, Type A	Lump Sum	\$7,000.00	\$7,000.00
31	627	Concrete Driveway	6,900 s.f.	\$6.00	\$41,400.00
32	660	Sodding With Topsoil	2,800 s.y.	\$7.00	\$19,600.00
33	1112	Furnishing and Installing, 6" Fire Hydrant	2 ea.	\$1,550.00	\$3,100.00
34	1114	Removing Existing Fire Hydrant	2 ea.	\$500.00	\$1,000.00

Total Construction Cost	\$914,000.00
Contingency	<u>\$91,400.00</u>

TOTAL ESTIMATED COST

\$1,005,400.00



Prem K. Garg
Prem K. Garg, P.E.
City Engineer
City of Cincinnati

City of Cincinnati



Department of Public Works
Division of Engineering

September 17, 1999

Mr. Lawrence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

Room 445, City Hall
801 Plum Street
Cincinnati, Ohio 45202

Joseph S. Charlton
Acting Director

Prem Garg, P.E.
City Engineer

Robert H. Richardson, AIA
City Architect

RE: Status of Funds for Local Share of 2000 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2000 SCIP/LTIP Projects (Round 14 Funding) are recommended by the City Manager for funding in the City's 2000 Capital Improvement Program:

STREET REHABILITATION PROJECTS

Madison Road (Observatory Avenue to Edwards Road)
North Bend Road (Argus Road to Hamilton Avenue)
Quebec Road (Glenway Avenue to Queen City Avenue)
State Avenue (Queen City Avenue to West Eighth Street)
Vine Street (McMicken Avenue to Taft Road/Calhoun Street)
Corbly Road/Sutton Road (Corporation Line to Corporation Line)
Glenway Avenue (West Eighth Street to Wing Street)
Langdon Farm Road (Montgomery Road to Wiehe Road)
West Eighth Street (Nebraska Avenue to Enright Avenue)
Westwood Northern Boulevard (Montana Avenue to Corporation Line)

STREET IMPROVEMENT PROJECTS

Hopple Street (Meeker Street to I-75)
ML King (Woodside Place to Vine Street)
Paddock Road/I-75 Interchange Improvements
Robertson Avenue/Millsbrae Avenue Safety Improvement
Gobel Road (Westwood Northern Boulevard to Bracken Woods Lane)

September 17, 1999

Re: Status of Funds for Local Share of 2000 SCIP/LTIP Project Grants

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STREET RECONSTRUCTION PROJECTS

Red Bank Road Reconstruction (Woodford Road to Zinzle Avenue)

St. Lawrence Avenue/Rutledge Avenue Reconstruction

Beekman Street "S-curve" Reconstruction

LANDSLIDE CORRECTION PROJECT

Lehman Road (Summit View Apartments to State Avenue)

BRIDGE REPLACEMENT PROJECTS

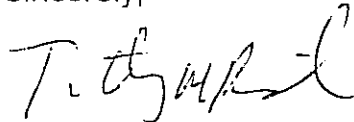
Erie Avenue Bridge over NW Railroad

Powers Street Bridge over West Fork Channel

The matching funds for these projects are coming from Street Improvement Bonds.

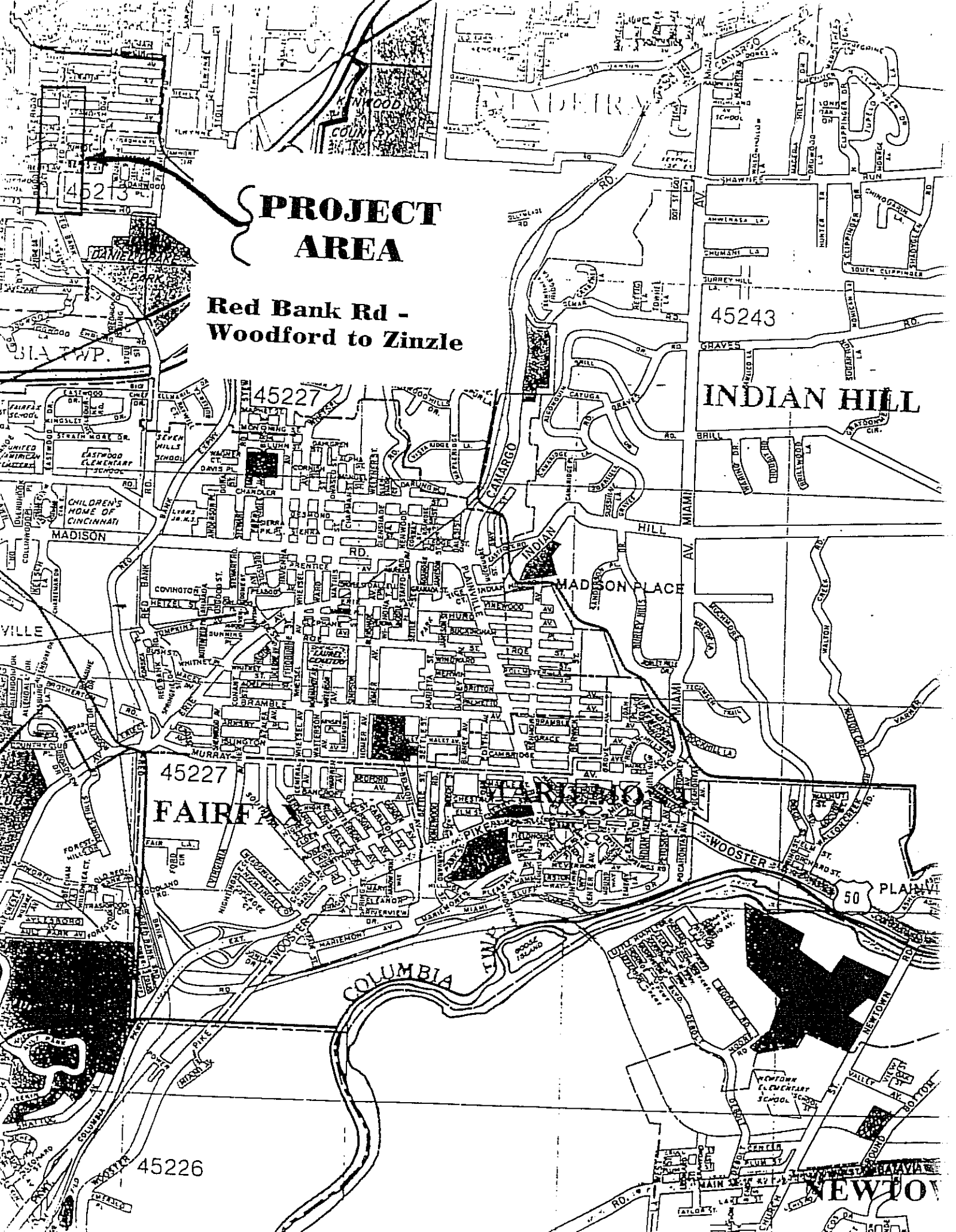
If you have any questions or need additional information, please contact me at 513-352-3731.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy H. Riordan". The signature is fluid and cursive, with the first name "Timothy" being more prominent than the last name "Riordan".

Timothy H. Riordan
Director of Finance

THR/PG/BHP/RHC/mcc



PROJECT AREA

Red Bank Rd -
Woodford to Zinzle

INDIAN HILL

FAIRFAX

COLUMBIA

WOOSTER

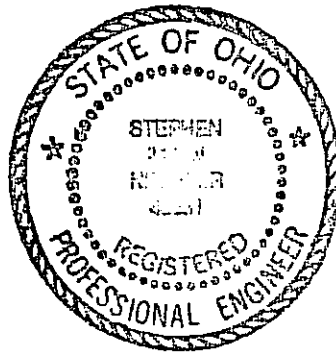
NEWTON

CERTIFICATION OF TRAFFIC COUNT

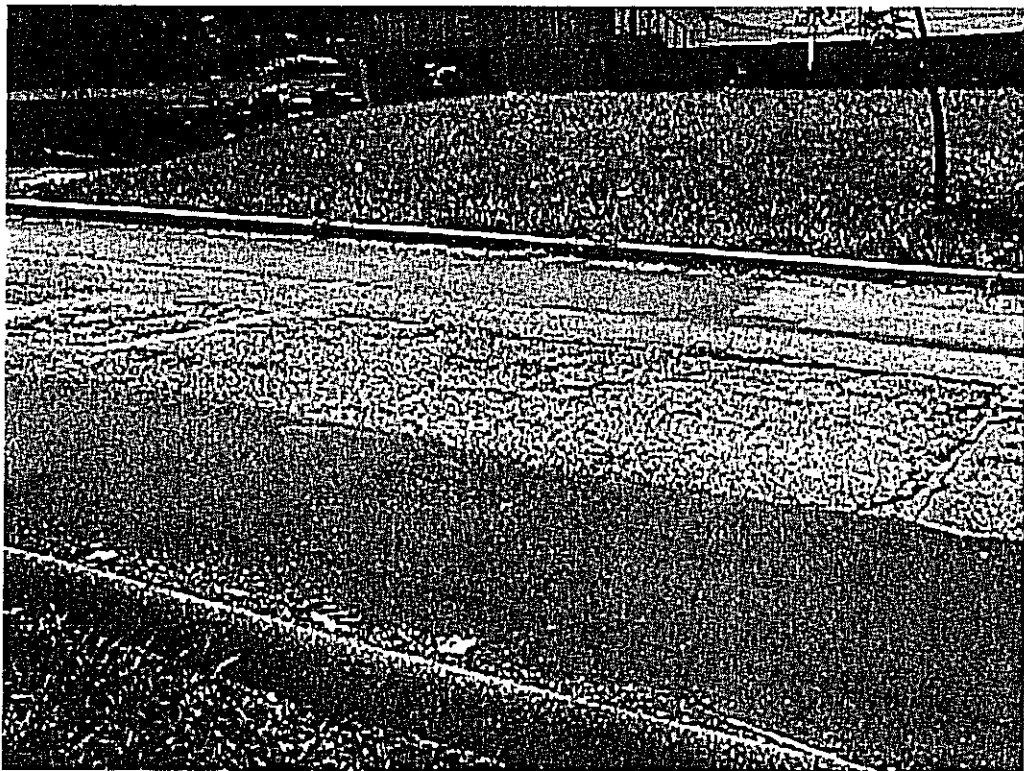
As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Red Bank Road Reconstruction (Woodford Road to Zinzle Avenue)** project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.



Stephen I. Niemeier, P.E.
Supervising Engineer



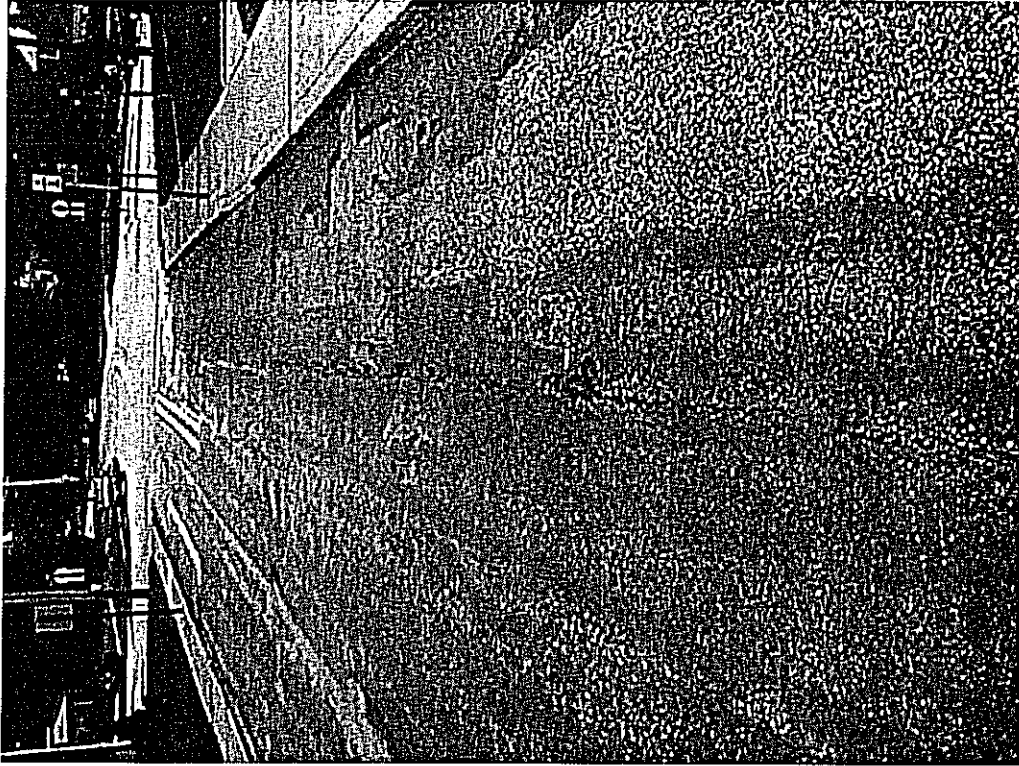
RED BANK ROAD



RED BANK ROAD



RED BANK ROAD





September 7, 1999

To Whom It May Concern:

Re: Red Bank Road (Woodford Road to Zinzle Avenue) Street
Reconstruction

Metro's Route 4, Montgomery Road, operates seven days per week over the above mentioned section of roadway.

On an average weekday, Route 4 carries 6,888 passengers (July 1999). Over this section of roadway, Route 4 currently operates 38 weekday trips, 26 Saturday trips and 29 Sunday trips.

Sincerely,

Nancy Core Edwards
Planner

Metro is a non-profit
public service of
Southwest Ohio Regional
Transit Authority

1014 Vine Street, Suite 2000
Cincinnati, Ohio 45202-1122
(513) 621-9450
FAX (513) 632-7672

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded?
For bridges, submit a copy of the current State form BR-86.

Closed _____

Poor X

Fair _____

Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The street's original design was as a residential street. Currently, over 40 Metro and school buses utilize this street daily. Because of this heavy bus use, the pavement has deteriorated to unacceptable condition and needs to be reconstructed. The roadway has a Pavement Condition rating of 39 (critical), Dynaflect tests indicate a base condition index of 60 (very poor). City's pavement management system recommends complete reconstruction of street to handle the heavy busloads.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

5 months

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired? Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: 0 Of these, how many are Takes _____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.
8 months

- 3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

The proposed project will increase the safety of the service area by establishing a constant roadway width which reduces the risk of accidents, updating the horizontal and vertical alignments which improves drainage with proposed vertical curb and by eliminating the ponding problems. Updating and adding to the storm drainage will increase the general health of the service area.

- 4) What type of funds and what percent of the project cost are to be utilized for matching funds for this project?

Federal _____ % ODOT _____ % Local X 50 %
MRF _____ % OWDA _____ % CDBG _____ %
Other _____ %

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

- 5) Has any formal action by a federal, state, or local government agency resulted in a ban of use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
No Ban X _____
(specify)

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 3,740 X 1.20 = 4,488 users/day plus 38 Metro buses/day carrying 6,888 passengers per day.

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Metro Bus route and provides access to Woodford School.

- 9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS

Proposed LOS

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

How will the proposed project alleviate serious traffic problems or hazards?

10) Will the proposed project generate user fees or assessments?

Yes _____ No X

If yes, what user fees and/or assessments will be utilized?

11) How will the proposed project enhance economic growth? (Please be specific)

The proposed project will have minimal effect on economic growth.

12) What fees, levies or taxes pertain to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

The City of Cincinnati has a dedicated infrastructure component of the City earnings tax,
and has enacted the optional \$5 license plate fee.

ADDITIONAL SUPPORT INFORMATION

ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS

PROGRAM YEAR 2000

ROUND 14

Name of Jurisdiction: City of Cincinnati

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>Red Bank Road Reconstruction (Woodford Road to Zinzle Avenue)</u>
2	<u>Vine St. Rehabilitation (McMicken Ave. to Taft Road/Calhoun St.)</u>
3	<u>State Avenue Rehabilitation (Queen City Ave. to W. Eighth St.)</u>
4	<u>Quebec Road Rehabilitation (Glenway Ave. to Queen City Ave.)</u>
5	<u>M. L. King Drive Improvement (Woodside Pl. to Vine St.)</u>

**SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001**

NAME OF APPLICANT: Cummins 1

NAME OF PROJECT: Red Bank

SCIP

FIELD SCORE: 365

APPEAL SCORE: _____

FINAL SCORE: _____

LTIP

FIELD SCORE: 189

APPEAL SCORE: _____

FINAL SCORE: _____

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

SCIP 20 X 5 = 100

LTIP 20 X 1 = 20

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

0 - No measurable impact

SCIP 10 X 1 = 10

LTIP 10 X 4 = 40

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

0 - No measurable impact

SCIP 10 X 1 = 10

LTIP 10 X 0 = 0

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

SCIP 25 X 3 = 75

LTIP 25 X 1 = 25

195
85

5) Will the completed project generate user fees or assessments?

10 - No
0 - Yes

$$\text{SCIP } 10 \times 5 = 50$$

$$\text{LTIP } 10 \times 0 = 0$$

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employers

$$\text{SCIP } 6 \times 0 = 0$$

7 – The project will directly secure new employers

$$\text{LTIP } 0 \times 4 = 0$$

5 – The project will secure new employers

3 – The project will permit more development

0 – The project will not impact development

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

$$\text{SCIP } 10 \times 5 = 50$$

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

$$\text{LTIP } 10 \times 1 = 10$$

8) Matching Funds - OTHER

10 - 50% or higher

$$\text{SCIP } 6 \times 2 = 0$$

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

1 - 1% to 9.99%

0 - Less than 1%

$$\text{LTIP } 0 \times 5 = 0$$

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.

$$\text{SCIP } 2 \times 0 = 0$$

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

$$\text{LTIP } 2 \times 10 = 20$$

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

$$\text{SCIP } 5 \times 5 = 25$$

$$\text{LTIP } 5 \times 5 = 25$$

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

125
55

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

$$\text{SCIP} \quad \underline{4} \times \underline{0} = \underline{0}$$

8 -

6 - Moderate impact

$$\text{LTIP} \quad \underline{4} \times \underline{1} = \underline{4}$$

4 -

2 - Minimal or no impact

- 12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

$$\text{SCIP} \quad \underline{6} \times \underline{2} = \underline{12}$$

$$\text{LTIP} \quad \underline{6} \times \underline{0} = \underline{0}$$

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

$$\text{SCIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

$$\text{LTIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

4488

$$\text{SCIP} \quad \underline{4} \times \underline{2} = \underline{8}$$

$$\text{LTIP} \quad \underline{4} \times \underline{5} = \underline{20}$$

- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)

5 - Two or more of the above

3 - One of the above

0 - None of the above

$$\text{SCIP} \quad \underline{5} \times \underline{5} = \underline{25}$$

$$\text{LTIP} \quad \underline{5} \times \underline{5} = \underline{25}$$

45
49

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (*Documentation required.*)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction shall submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). *The applying jurisdiction must submit documentation.*

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.